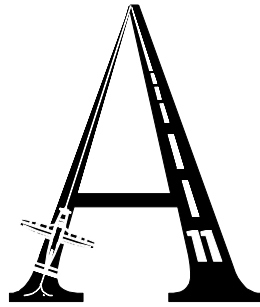
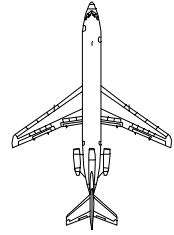




**Western
Pacific
Region**



irporTopics



**Airports
Division**

San Francisco Airports District Office
831 Mitten Road, Room 210
Burlingame, California 94010
(415) 876-2804

Regional Airports Division Headquarters
P.O. Box 92007 World Way Postal Center
Los Angeles, California 90009
(310) 297-1240

Honolulu Airports District Office
P.O. Box 50244
Honolulu, Hawaii 96850
(808) 541-1232

Summer

1997

Inside This Issue	
1	Wildlife Hazards
2	Runway Incursions
3	Pavement Maintenance
4	Class/Fire Extinguishers
5	ARFF Live-Fire Training

Airports Division on the Internet

The Federal Aviation Administration, Western-Pacific Region Airports Division, now has a home page on the internet. The address is
"http://www.awp.faa.gov/ops/awp600/awp600.htm".

This site includes internet links to sites that contain information on AIP Grant status, Advisory Circulars, and Federal Aviation Regulations (FAR). Included within the page are documents that can be downloaded to your computer. Some of the documents that are available is the Application for

Federal Assistance (used to apply for an FAA AIP grant), FAA Form 7460-1, FAA Form 7480-1, and the Airport Layout Plan Checklist.

Included in the internet home page is a copy of the latest AirporTopics along with an additional page that contains various aviation related internet links. We even have a page that is entitled "Name the Airport Quiz". This page has a picture of an airport in the Western-Pacific Region. See if you can name the airport next time you visit our site. We will change the picture every couple of weeks.

At the bottom of the page you can e-mail us with any comments that you might have.

Aircraft Familiarization Charts Manual

The National Fire Protection Association (NFPA) has published a handbook containing complete diagrams illustrating the physical characteristics of 115 types of aircraft in use today. The *NFPA Aircraft Familiarization Charts Manual (Item No. WF-CC-96)* is a spiral bound book that flips open easily to a full-page chart of an aircraft, with specifications on the opposite

page.

You can order the publication through NFPA by calling 1-800-344-3555. They do offer quantity discounts.

Bird Strikes and Other Wildlife Hazards

Estimates are that less than 20% of all bird/wildlife strikes are reported to the FAA. Limited data hinders the ability of the FAA and Animal Damage Control to analyze data and develop options for countering bird and wildlife populations on or near airports. We have enclosed a copy of the latest edition of FAA Form 5200-7, "BIRD/OTHER WILDLIFE STRIKE REPORT". Please copy the form and make it available to airport operations and maintenance personnel and to air carrier dispatchers, chief pilots and flight crews. Ed Cleary, the Airports Wildlife Biologist, needs all the help that he can get to determine "what's happening and how can we deal with it" so that he can help us all to abate or solve airport bird/wildlife exposure and problems.

It is important that the information on bird strikes be documented, even if it is only a dead bird that was found on the runway! One of the ways to help us gather the information is to complete the Form 5200-7 and mail it. The address is on the back of the form. If you want to be cautious, FAX a copy to (310) 536-8601, Attention AWP-622.1 before you mail it to Washington.

Runway Incursions

One of the nastiest situations is a vehicle or pedestrian incursion that does not get

interrupted! If just one of the links in the chain of events is broken, the accident doesn't happen!

Please review your gates, both vehicle and pedestrian, your security fencing, vehicle service roadways, vehicle signs and directions to ensure that you have taken all reasonable actions to prevent incursions. If you have large wildlife incursions (even small ones!) contact the nearest USDA Animal Damage Control Officer for help.

It is a good idea to periodically review the taxi guidance sign system of the airport to assure that the signs are legible, clean and are illuminated at night. A periodic check is necessary to make sure that the sign system and its guidance makes sense. Have pavement markings been changed but the signs have not? Do the signs lead a pilot to the desired destination or give them the essential information?

It helps in confusing or difficult locations to highlight or outline pavement markings in black to define them better and make them more conspicuous.

Please also take the time to record incursion or near incursion incidents and provide the information to your Air Traffic Control Tower and Airport Certification Safety Inspector or Airports Safety Section. We keep a database to track the incidence, location and possible cause of incursions to share with the airports.

This can sometimes give a clue as to the cause and perhaps the prevention of future runway incursions.

To report a runway incursion, FAX the information to Airports Safety Section, AWP-622, (310) 536-8601.

Assurance On Pavement Maintenance Program

Did you know... that Public Law 103-305, section 107 amended Title 49, section 47105 of the United States Code requires sponsor assurances on preventive maintenance with certain AIP project applications? What follows is a recap of Program Guidance Letter 95-2 which addresses this matter.

The amended public law requires the sponsor to assure that the airport has implemented an effective pavement maintenance management program for any project that replaces or reconstructs pavement. The amendment also provides that reports on pavement condition and/or management programs may be required by the Airports Division of the FAA.

Because of this change, Assurance Number 11 is now incorporated into the standard grant assurances to reflect the new requirement.

Please note that the maintenance management program requirement applies to any pavement at the airport which has been constructed, reconstructed or repaired with federal dollars. Note also, that the requirement is triggered only

by a project for pavement replacement or reconstruction, but not for a project for new paving as in new runway or runway extension. It does not apply to pavements constructed under the Passenger Facilities Charge program unless other federal participation is involved.

Sponsors must ensure that they have plans

for ongoing inspections, for periodic work necessary to preserve and effectively maintain pavements, and for adequate record keeping. These plans could be as elaborate as the pavement management programs described in Advisory Circular (AC) 150/5280-7, "Pavement Management Systems", or less formal procedures. The objective is to ensure that sponsors are carrying out a program of inspections and timely preventive or corrective maintenance.

Sponsors may be asked, in the near future, how this requirement is being satisfied.

Guidance on the minimum expected of such inspections and maintenance programs can be found in the Pavement Maintenance Management outline. This guidance will be incorporated in the next change to AC 150/5380-6, "Guidelines and Procedures for Maintenance of Pavements." If you have any questions contact your Airports District Office/Standards Section.

(Our thanks to Jim Lebiedz, Alaska Region.)

Class A-B-C Rated Fire Extinguishers Damage Aircraft

The following is a reprinted article regarding the use of A-B-C rated extinguishers at airports from the November-December 1983 issue of "Air Transport Newsletter" published by the National Safety Council.

"We are beginning to see an epidemic of class A-B-C all-purpose fire extinguishers on airport ramps and airport service vehicles, including contractor push out tractors and contract fuel trucks servicing our aircraft. In two cases that came to our attention recently, the Airport Authority fire department decreed that A-B-C

extinguishers should be used for ramp fire protection, and in one case purchased and provided A-B-C wheeled extinguishers for joint-use gates at an international arrivals building, as well as equipping all of their trucks with A-B-C rated chemical.

This poses a severe aircraft damage problem for all aircraft operators. The A-B-C rated extinguishers have excellent firefighting capability, but the monamonium-phosphate chemical agent melts and flows when it comes into contact with heat. This is how it gets its class

A rating. This chemical is highly

corrosive to aluminum and once it contacts hot aluminum and flows down into the structural cracks and crevices it cannot be washed out as the B-C dry chemical can.

Once an A-B-C rated extinguisher is used on an airplane, it is necessary to disassemble the aircraft piece by piece and rivet by rivet to accomplish clean-up. Failure to do so will result in destruction of the aircraft by corrosion.

The purpose of the first aid fire protection (fire extinguishers) is to get control of the fire early and minimize the damage. As you can see, the use of an A-B-C extinguisher on a small aircraft fire may extinguish the fire, but still cause as much, or more, damage than the fire itself. We can save the aircraft from the fire, but lose it to the extinguishing agent.

This is a serious education problem that we as aircraft operators must face up to. We have had excellent cooperation from the contractors and airport fire departments that we have contacted concerning this problem - once the problem was explained to them. Please pass the word along to your airport operators and servicing contractors that we do not want

any A-B-C rated extinguishers located where they might be used on an aircraft."

We are approaching the end of the fiscal year 1997 annual airport certification inspection schedule. This year we noticed an increase of A-B-C rated fire extinguishers on airport ramps, fuel trucks and service vehicles. Many times the airport operator and the Fixed Base Operator (FBO) were unaware that they were using A-B-C rated extinguishers.

As you can now see, this poses a severe risk to aircraft and airport operators. The FAA has specified that B-C rated extinguishers will be used, per National Fire Protection Association (NFPA) 407, Standard for Aircraft Fuel Servicing 1996 edition. We recommend that airport operators take a quick look at the extinguishers located around the airfield, including all fuel trucks, and verify that all extinguishers that could come in contact with aircraft are B-C rated.

12 Month ARFF Live-Fire Training, FAR Part 139

Facilities available to conduct the annual live-fire training for airport firefighters required by 139.319(j)(3) are becoming more difficult to locate and use. Tustin MCAF is closed, El Toro MCAS is winding down and may no longer be available, NTC Treasure Island in San Francisco is closed, Davis-Monthan AFB in Tucson is closed, Yuma MCAS is closed (temporarily). Phoenix is sending their firefighters to Boise,

Idaho. Flagstaff is sending their firefighters to both Texas A & M and to Moses Lake,

Washington, and so it goes!

The good news is that the state of Arizona conducted a study to determine the demand and location for a Regional ARFF Training Facility for the state. The final selection for a site was done by a committee from the Arizona Airports Association (AZAA), a representative group of Arizona airport managers. The site selected was the city of Tucson. An application has been filed by the city of Tucson to construct a Regional ARFF Training Facility at the existing municipal training academy location.

The state of California has also conducted a study to determine the demand and location for Regional ARFF Training Facilities for the state.

Four sites were suggested by the California study, two no longer appear to have the desire or the resources. The remaining sites are Los Angeles County Fire Training Center, Del Valle and the Ventura County Fire Training Facility, Camarillo. One possible site presently having ARFF live-fire training available is the Dodd/Beals Fire Academy at Reno-Stead Airport in Reno, Nevada. This fire school will apparently be relocating to Elko, Nevada soon. A regional facility to be developed and operated in Reno has the full support of Washoe County Airport Authority.

The Southwest Chapter of the American Association of Airport Executives (SWAAAE) has organized an ad hoc committee to review and evaluate the California ARFF study and address the potential for the Reno-Stead location for an ARFF training site. Chairman is Randy Berg at (818) 840-8840, Vice Chairman is Mark Hardymont at (818) 840-9202, FAX (818) 848-1173.

If you are having difficulty finding locations for annual live-fire training and

experiencing increasing costs for live-fire training we suggest that you actively participate in the process of location and construction of a regional live-fire training facility that will benefit your airport. Contact Mark Hardymont to see how you can help.